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GATCOM 24 JULY 2014

KEY MESSAGES AND OUTCOMES FROM MEETING

The agenda and papers considered at the meeting are available on GATCOM's website at www.gatcom.org.uk

GATCOM VICE-CHAIRMAN

Neil Maltby, Mole Valley District Council, and GATCOM Vice Chairman since 2008, retired from the Committee. Neil had been Mole Valley District Council's representative on GATCOM since 1998. On behalf of GATCOM, John Godfrey, Chairman and Stewart Wingate, Chief Executive Officer, GAL thanked Neil for his support, commitment and devotion to the work of GATCOM and its Passenger Advisory Group (PAG) and wished him well for the future.

Charles Yarwood, Mole Valley District Council, was appointed as Vice-Chairman for the ensuing year.

GATCOM STEERING GROUP – CHAIRMAN'S REPORT

- **Air Quality Annual Monitoring Results** - there had been no breach in the annual air quality average standard for nitrogen dioxide or the air quality standards for other pollutants under the local authority air quality management regime. The trend analysis of the nitrogen dioxide concentrations at properties most at risk of breaching the air quality objective shows a continued downward trend. A copy of Reigate and Banstead Borough Council's report on the results of the annual monitoring is available on GATCOM's website [click here](#) to see.
- **CAA Publication "Managing Aviation Noise"** – was published on 29 May 2014. It sets out a series of recommendations to help drive improvements in the way the aviation industry manages aircraft noise – the document is available on the CAA's website at: <http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=6251>

Whilst GATCOM broadly supported the CAA's key recommendations for action there are concerns about the proposal to create Airport Community Engagement Forums. GATCOM is generally of the view that ACCs are already in place as the statutory mechanism to ensure consultation between airports and local interests and wherever possible existing mechanisms should be used and where necessary amended/adapted, rather than inventing new bodies to deal with specific issues. It was agreed that the CAA should be informed of this view.

- **Thameslink Franchise** - The DfT has announced its intention to award the new Thameslink, Southern and Great Northern (TSGN) franchise to Go Via Thameslink Railway Limited. The TSGN franchise will replace the existing First Capital Connect franchise from 14 September 2014 and will include the South Central franchise (operated as Southern and Gatwick Express) when it expires on 26 July 2015. GATCOM welcomes the announcement and looks forward to engaging with TSGN on the implementation of the new franchise. Go Via will be invited to a future meeting to outline its plans for the franchise.

AIRPORTS COMMISSION – UPDATE

- Eirik Pitkethly, Airports Commission Secretariat gave an update on the Commission's work programme between the present time and the delivery of its final report to Government in Summer 2015 – [click here](#) to see presentation slides. An overview was given on the Appraisal Framework with a focus on how the impacts on local economy, surface access, noise, air quality, water and flood risk, place, quality of life and community will be assessed.

The Airports Commission was not in a position to comment on the specifics of individual schemes and the Commission's assessment of them.

- The Airports Commission will look independently at the facts, data and submission assessments for the short-listed schemes.
- The Commission's national consultation on short-listed schemes will be undertaken in October/November 2014. The consultation will last for period of at least 12 weeks. There will be a dedicated email address for responses.
- **Discussion Paper 07 "Delivery of New Runway Capacity"** - the Commission was currently seeking comments on this Paper which discusses a range of delivery issues that might apply such as planning and legal issues, how to engage with local communities and the role of the State. GATCOM agreed to note the Paper with interest and urged member organisations to make its views known to the Commission direct.
- **Government's response to the Commission's Interim Report** was noted – [click here](#) to see Rt. Hon. Patrick McLoughlin's, Secretary of State for Transport, statement. Stewart Wingate was a member of the Airports Commission's Senior Delivery Group (SDG).
- The SDG will publish a progress report every six months.

GATCOM members raised issues in respect of:

- workload and resource within local authorities to examine and assess all the documentation associated with the Commission's national consultation on the short-listed options. The Commission acknowledged this and confirmed that it will produce all the supporting material and analysis on which recommendations could be made. Respondents will be urged to highlight where there are gaps in the information and analysis provided and/or to question the data, forecasts and assumptions.
- Ensuring that the pledges being promoted by the airport are honoured. The Commission advised that the promoters' submissions and pledges given will be encompassed in the final report to Government but emphasised that it would be for the planning process to pick up the detailed points of the schemes and mitigation measures/pledges and how they would be delivered.
- Managing the growth impacts on surface access. The local road network already becomes gridlocked at peak times and there is a need to identify where capacity to meet growth would be provided. The Commission is undertaking much detailed analysis on surface transport impacts in order to understand what further infrastructure was needed in respect of rail, road and coach/bus networks.
- Impacts on hospital service provision. There was little acknowledgement to date on this matter which needed to be considered now before the Commission undertook the national consultation. This was noted and the Commission advised that if there are issues that members/organisations believed needed further consideration they should be submitted as soon as possible. GAL is aware that there is a threat that East Surrey Hospital may lose its A&E status and would be supportive of all the facilities at the Hospital remaining as they currently are.
- In making the recommendations on where a new runway should be provided, GATCOM asked whether the final report will include an analysis of the impacts of no new runway at a specific site in terms of the local and regional economy and the future prospects for that airport. The Commission will consider the national and local impacts specific to an expanded airport and areas where there would be obvious impacts e.g. if it was recommended to build an estuary airport.
- The concerns about identifying land for future housing needs which would be exacerbated with an expanded airport. The Commission is alive to the issue and is discussing the matter with the Local Government Association. GATCOM was reminded that the challenge of identifying housing land for an expanded airport is not an issue for the Local Plans currently under preparation but for the Local Plan period beyond that.
- The Commission has asked that to ensure additional comments are handled appropriately members use the dedicated email address: enquiries@airports.gsi.gov.uk with a copy to Jagoda.Egeland@airports.gsi.gov.uk.

GAL'S CONSULTATION ON OPTIONS FOR A SECOND RUNWAY

Alastair McDermid, Airports Commission Director, GAL gave an overview of the results of its consultation on options for a second runway. The key points to note were:

- 7,717 responses had been received to the consultation of which 4,035 were the result of an organised campaign where many identical or near identical copies of responses were

submitted, 1,825 hard copy response forms submitted, 300 individual letters and email responses and 24 computer assisted personal interviews completed.

- The main concerns were noise and flight paths, community impacts, including impact on homes and local infrastructure provision, surface access, including impacts on road traffic congestion, air quality, the environment, including wildlife and ecology, woodland, including ancient woodland, green space / open countryside, land take, including the impact on local businesses and flood risk.
- The positive comments related to more capacity, regional and national economic benefit, competition, public transport interchange (for airport and region) and jobs.
- 1094 of respondents who expressed a preference for a new runway, 64% supported GAL's preferred option (Option 3) which is also the Airports Commission's short-listed option.
- A copy of the GAL's report of consultation was issued at the meeting which gives details of the changes to GAL's scheme as a result of the consultation, its pledges to the community and its updated analysis. GAL has submitted its Report of Consultation to the Airports Commission to include within their assessment work over the summer. The report of consultation is available on GAL's website at: <http://www.gatwickairport.com/business-community/New-runway/Second-runway-consultation/>

An overview was also given on GAL's "refreshed" scheme submission to the Airports Commission in May 2014. The key changes from the consultation document related to updated traffic forecast and assessments and as a result of the increased annual number of air traffic movements and passengers changes were made to GAL's noise and air quality assessments as well as in respect of water consumption and water discharges and the overall economic and employment effects.

GAL issued at the meeting a summary of its submission "Connecting Britain to the Future Faster" which outlines Gatwick's case for a second runway. GAL also announced a series of new pledges designed to address the areas that matter most to the local community, including jobs, housing, noise and transport. The pledges include:

- £46.5m to help local authorities deliver essential community infrastructure
- A £3.75m fund to help create 2,500 new apprenticeships for local people
- A series of noise initiatives including £45m for Gatwick's unique council tax initiative and £5m for noise insulation measures
- Improvements to local transport links and a commitment to ensure local roads are no busier than they are today, with a £10m local highway development fund in place to meet any additional works
- For the small number of homes that would need to be compulsorily purchased, a £131m Property Support Bond will offer homeowners 25% above market value, significantly above statutory requirements
- A new Engagement Charter to help local landowners & businesses affected by Gatwick expansion

The summary document is available on GAL's website at: http://www.gatwickobviously.com/sites/default/files/downloads/connecting_britain_to_the_future_faster.pdf

GATCOM welcomed GAL's pledges but raised concerns about the impact on communities, housing demand and the investment needed to improve highways infrastructure.

SURFACE ACCESS STRATEGY

Hugh Sumner, Surface Access Advisor, GAL presented an overview of GAL's surface access strategy, including its work on improving public transport connections over the longer term to accommodate passenger growth and how the passenger experience can be improved for those using public transport to access the airport – [click here](#) to see presentation slides.

Improvements in the rail and road network has already begun or is committed, such as the new Thameslink franchise that will significantly increase capacity, investment in improving Gatwick Station, improvements to M25 and M23. GAL is working with Network Rail and the Highways Agency to ensure that Gatwick will be "road and rail ready" by 2021 whatever the decision of the Airports Commission.

GATCOM fully supports GAL's modal split target of 60% of passengers accessing the airport by public transport. The cost of public transport is an important factor, particularly in respect of

airport staff and in many cases this was more important than the overall journey time. The need for appropriately priced car parking is also important to help tackle the problem of indiscriminate car parking in local roads.

AIRPORT COMMENTARY

Stewart Wingate's commentary on activity and performance of Gatwick over the previous quarter was received.

Traffic Growth - Gatwick has seen continued growth and between April and June 2014 10.2 million passengers passed through the airport. This is the greatest number ever recorded at Gatwick for the first quarter of a financial year.

Service Quality Performance – Gatwick continued to meet all its service quality performance targets. Arrivals baggage is an area of great concern to GAL and its management continues to work closely with handling agents (who are responsible for baggage delivery) to ensure the airport achieves the best possible performance in this area.

Gatwick Railway Station Development – the joint project team for the “Gatwick Gateway” project is developing proposals and how to secure the remaining funding. A progress report and details will be given to a future GATCOM meeting.

Air Traffic Provider – GAL has announced that the new contract for air traffic services had been awarded to DFS (Deutsche Flugsicherung) - the provider of en-route air traffic control services in Germany, where it also operates 16 airports including Munich and Frankfurt and is wholly owned by the German Government. Members wished to understand the process for transition to the new service provider to ensure high levels of safety and performance are maintained. GAL will keep GATCOM informed of the transition phases and of discussions with the airline community before the changeover in October 2015.

GATWICK RELATED PLANNING APPLICATIONS

Crawley Borough Council's report on planning applications determined and outstanding in respect of Gatwick was noted.

PASSENGER ADVISORY GROUP (PAG)

GATCOM shared the PAG's concerns about significant delays some passengers were experiencing in reclaiming their baggage on arrival at Gatwick. It was emphasised that the problems were caused by Swissport, the Handling Agent, having a shortage of resource. Whilst baggage handling is a commercial relationship between the airlines and the handling agents, the issues are causing reputational damage to GAL. The airport company is however making every effort to minimise the problem and has injected resource to help relieve the current problems. PAG has commended GAL's proactive action but is not convinced the problems have been resolved. PAG has indicated that it wished to see the handling agents work towards a much improved target for baggage waiting times. GATCOM fully supports PAG's efforts.

GATCOM is supportive of the newly launched Local Resident Discount Scheme for passenger pick up. There was concern about the small number of people who had registered to participate in the scheme and asked GAL to ensure greater publicity be given to its existence e.g. in Surrey there had been very little publicity. PAG will continue to monitor the take-up and success of the scheme.

GATCOM supported the work of the PAG and its involvement in a wide range of projects, operations and innovations at Gatwick.

LONDON AIRSPACE CHANGE – GATWICK LOCAL AREA CONSULTATION

The second round of consultation on changes to Gatwick's local area airspace is currently underway. Tom Denton, Head of Corporate Responsibility, GAL summarised the consultation process and next steps – [click here](#) to see presentation slides. The closing date for responses is 14 August 2014.

GAL has already received a significant number of responses. IPSOS Mori is being used to assess all the feedback. GAL confirmed that it would not submit the airspace change proposal to the CAA this calendar year as it was crucial to carefully consider the proposed changes in the light of feedback received and the range of measures that could be used in the final design. GATCOM was assured that the final design will be determined after all the feedback has been considered.

The Airports Commission's Senior Delivery Group (SDG) is considering the optimisation strategy which includes an action to ensure the implementation of the CAA's Future Airspace Strategy (FAS). Stewart Wingate, CEO, GAL has informed the SDG of the issues of concern and the experience at Gatwick.

A number of members echoed the serious concerns amongst the communities they represented which included:

- The significant detrimental impact of concentration and frequency of overflight on those communities under flight paths
- The loss of property value particularly in respect of those communities not previously overflown
- The lack of compensation and mitigation measures
- The change to the arrivals joining points and the swathes for respite

The Independent Technical Adviser's paper on matters for consideration in relation to the current consultation as well as the wider London Airspace Management Programme was noted.

GATCOM agreed with slight amendment (the inclusion of reference to health impacts) its response to the consultation.

DEPARTURES SEPARATION TRIAL – ADNID TRIAL ROUTE

GAL gave an update on the departures separation trial and the use of the new temporary trial route known as ADNID. GAL acknowledged the sensitivity of this trial and was fully aware of the serious concerns of communities from the considerable feedback received.

GAL confirmed that the trial will conclude early on 8 August 2014, if sufficient data is gathered, after which the flight paths would revert to the BOGNA and HARDY routes with aircraft using P-RNAV within those routes.

Horsham District Council's representative highlighted the significant impact in terms of noise, overflight, and health on local communities under the trial route.

GATCOM asked GAL to communicate to all affected communities when the trial would conclude, what happens next in reverting to the existing routes, the London airspace change process and the next steps in that process.

The statement submitted by Warnham Parish Council and GAL's response to the questions posed has been considered by NATMAG when it was agreed that GAL's answers were complete and accurate. As no further queries have been raised by the Parish Council NATMAG agreed to bring the matter to a close – [click here](#) to see the statement and GAL's response.

DFT NIGHT FLYING RESTRICTIONS FOR HEATHROW, GATWICK AND STANSTED AIRPORTS

The Government has decided that over the course of the next regime, the movement and noise quota limits shall remain unchanged from the previous regime. The new regime comes into effect October 2014 for a period of three years.

FLIGHT PERFORMANCE TEAM (FPT) REPORT

GAL's quarterly report covering the period January to March 2014 was considered. The key highlights are:

- Continuous Descent Approach (CDA) performance indicators again show improvement and was the highest ever performance and a record for any UK airport
- Track keeping performance has improved on the previous year's performance
- The number of complaints has risen significantly by around 300% compared to the same period the previous year. This increase is primarily due to the disturbance suffered and significant concerns of communities affected by the departures separation trial - ADNID

NOISE AND TRACK MONITORING ADVISORY GROUP (NATMAG)

The key messages from the meeting of NATMAG held on 17 May 2014 were noted.

DFT AIRCRAFT NOISE MANAGEMENT ADVISORY COMMITTEE (ANMAC)

The DfT highlighted the key topics discussed by ANMAC. These included further consideration Airbus A320 aircraft fix to address the peculiar airframe noise generated on approach (whine)

and it was noted that further analysis is being undertaken by the CAA; and the implementation of P-RNAV and the use of swathes in terms of track keeping and noise impacts.

ANNUAL MEETING OF UK AIRPORT CONSULTATIVE COMMITTEES

The key messages and outcomes from the Annual meeting of UKACCs, which was hosted by GAL this year, were noted.

DFT GUIDELINES FOR AIRPORT CONSULTATIVE COMMITTEES

GATCOM welcomed the DfT's new Guidelines for Airport Consultative Committees.

The Chairman was asked to consider a further request from Tunbridge Well Borough Council for membership of GATCOM. The Chairman confirmed that he was content with the current membership arrangements. GATCOM agreed that its current membership and terms of reference met the requirements of the Guidelines.

The Secretariat has been asked to produce a Members' Handbook which embraces the new overriding principles and code of conduct for members.

APPOINTMENT OF SUB-GROUPS AND MEMBERS TO SERVE ON NATMAG

- **GATCOM Steering Group** – following a ballot for the Surrey districts councils' seat, Reigate and Banstead Borough Council was appointed to serve on the Steering Group for the ensuing year.
- **Appointment of GATCOM Member to serve of GAL's NATMAG** – one vacancy had arisen. Following a ballot Colin Moffatt, Crawley Borough Council was appointed to serve for the ensuing year.

DATE OF NEXT MEETING

The next scheduled meeting will take place on Thursday 23 October 2014 2.00 p.m. The GATCOM members' Annual Tour of the airport will take place in the morning before the meeting.

Paula Street
Secretariat